Plympton Park Local Area Traffic Management Strategy

Community feedback report

December 2025

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Executive summary

1.0 Background

In response to community feedback and Council resolutions in 2024, a draft Local Area Traffic Management (LATM) study has been developed for Plympton Park.

The study area, bounded by Bray Street, Marion Road, Cross Road, Wattle Terrace and Park Terrace, has experienced increasing traffic pressures from infill development, rat-running, and safety concerns.

The Draft LATM proposes targeted works to improve road safety, manage access, and support active transport. Key measures consulted on were:

- Enabling a left-turn out of Wattle Terrace onto Cross Road to ease pressure on Herbert Street
- Installing speed cushions and redesigned parking on Park Terrace to address speeding and traffic movements
- Introducing DDA-compliant kerb ramps and lane marking upgrades at Aldridge Avenue and Elizabeth Ryan reserves
- Reclassifying Ferry Avenue and Park Terrace as Collector Roads (increasing design capacity and service levels)

2.0 Response summary

Support for the proposed LATM works was evident and consistent both online and at the community drop-in sessions, with higher support levels evident at the face-to-face sessions, perhaps due to the increased understanding gained through discussion with the Council project team.

2.1 Making Marion responses

- 141 responses were received via the online Making Marion survey
- 81% of respondents (111) supported the proposed left turn out of Wattle Terrace, and 60% of respondents (82) supported the proposed treatments to Park Terrace.
- 68% (93) and 69% (95) respondents supported the proposed accessibility and safety upgrades at Alridge Street Reserve and Elizabeth Ryan Reserve respectively.

Table 1: Summary of online support levels:

Support level	Wattle Terrace	Park Terrace	Aldridge Street	Elizabeth Ryan
Supportive	81%	60%	68%	69%
Neutral	7%	8%	24%	19%
Not supportive	12%	32%	8%	12%

Executive summary

2.2 Drop-in session responses

- Approximately 45 community members attended the 2 community drop-in sessions
- 87% of respondents supported the proposed left turn out of Wattle Terrace, and 82% of respondents supported the proposed treatments to Park Terrace.
- 88% and 94% respondents supported the proposed accessibility and safety upgrades at Alridge Street Reserve and Elizabeth Ryan Reserve respectively.

Table 2: Summary of drop-in session support levels:

Support level	Wattle Terrace	Park Terrace	Aldridge Street	Elizabeth Ryan
Supportive	87%	82%	88%	94%
Neutral	5%	-	8%	3%
Not supportive	8%	18%	4%	3%

2.3 Written responses

1 written response was received from a Plympton Park resident. The response didn't directly address the questions asked in the consultation but did indicate a preference for the Herbert Road junction with Cross Road to revert back to normal (right turn in and out) when the tram grade separation works are completed.

3.0 Feedback themes

The following tables are a summary of key themes, supportive and not supportive for each of the proposed interventions.

3.1 Left turn out of Wattle Terrace:

Theme	Supportive	Not supportive
Traffic Impact	Will ease congestion on Herbert Street	Just shifts congestion to Wattle Terrace
Safety	Safer access to Cross Road	More risk to pedestrians and cyclists
Access	Provides needed alternative route	Makes Wattle Terrace busier and noisier
Future Growth	Prepares for Morphettville/Villawood traffic	Adds pressure without a broader plan
Infrastructure Needs	Improves connectivity	Requires additional traffic calming and signage

Executive summary

3.2 Park Terrace treatments:

Theme	Supportive	Not supportive
Safety	Slows cars, protects cyclists and kids	Speed humps cause unsafe swerving
Cycling	Encourages safer cycling environment	Shared lanes reduce cyclist safety
Traffic Impact	Helps manage future congestion	Adds bottlenecks and shifts traffic to side streets
Emergency Access	Improves structure and predictability	Delays emergency response times

3.3 Aldridge Street Reserve safety and accessibility upgrades:

Theme	Supportive	Not supportive
Safety	Essential near park; protects kids and families	Area already slow; may overcomplicate
Speed Management	Speed cushions and 30 km/h limit needed	Retroreflective pavement markers ineffective, may not slow cars
Accessibility	Better for prams, mobility users	Road narrowing could cause congestion
Parking	Clearer management supports safety	On-street parking causes visibility issues
Community Use	Makes reserve safer and more family-friendly	Minimal opposition but calls for smarter design

3.4 Elizabeth Ryan Reserve safety and accessibility upgrades:

Theme	Supportive	Not supportive
Safety & Accessibility	Improves safety for children, pedestrians, and seniors	None oppose this — all agree safety is a concern
Traffic Calming	Slows rat runners and improves awareness	Speeding is a problem but removing parking won't fix it
Parking Controls	Supports parking near the park for families	Removing "no stopping" zones will cause blockages and danger
Design Approach	Retroreflective pavement markers and kerb ramps are good	Must add yellow lines and enforce stop signs

Engagement Snapshot

Timeframe

Community consultation commenced on **29/09/2025** and closed on **19/10/2025**.

How we engaged:

- Social media campaign
- Direct mail to Plympton Park residents
- Community drop-in sessions (x2)
- Emails to registered participants
- Making Marion Newsletter
- Onsite signage

141

Overall Survey respondents

Making Marion Survey

45

Drop-in session attendees

Provided in person feedback

Social media summary

Content:

The campaign used consisted of Facebook, Instagram and LinkedIn posts throughout the consultation period to promote the opportunity to provide feedback.

POSTS	IMPRESSIONS	REACTIONS	ENGAGEMENTS	REACH	ENGAGEMENT RATE	COMMENTS
5	7K	21	34	5,81K	0,49%	6

City of Marion
15 Oct 2:00 PM · Reserves +3

Last chance to have your say on traffic in Plympton Park! ...

Impressions	797
Reactions	0
Engagements	1
Reach	753
Engagement rate	0,13%
Comments	1

City of Marion
6 Oct 2:00 PM · Playground +3

Come and chat with us about traffic in Plympton Park ...

Impressions	995
Reactions	1
Engagements	3
Reach	969
Engagement rate	0,3%
Comments	2

City of Marion
6 Oct 2:00 PM · PPLATM +1

Come and chat with us about traffic in Plympton Park ...

Impressions	611
Reactions	6
Engagements	7
Reach	389
Engagement rate	1,15%
Comments	0

City of Marion
29 Sep 3:00 PM · Consultation +3

Have your say on traffic in Plympton Park! ...

Impressions	3,42K
Reactions	3
Engagements	10
Reach	2,98K
Engagement rate	0,29%
Comments	3

City of Marion
29 Sep 3:00 PM · PPLATM +1

Have your say on traffic in Plympton Park! ...

Impressions	1,18K
Reactions	11
Engagements	13
Reach	715
Engagement rate	1,11%
Comments	0

Social Media Summary

Posts	Impressions	Reactions
5	7,000	21
Reach	**Engagements**	**Engagement Rate**
5,810	34	0.49%

Definitions:

Impressions - show the number of times your content was displayed to these users.

Reach - shows the number of unique users that were exposed to your content. If the same person sees one of your posts three times, the Impressions would be 3 but the Reach metric would only count 1.

Engagements - inform about how many times users engaged with a post during their lifetime. Engagement is seen as the combined number of reactions to, comments on, and shares of a post.

Engagement Rate: Calculated by the total engagements a post received divided by the total number of impressions on that post.

Reactions - Reactions are a type of engagement with your Facebook content. They are comprised of the total amount of Love, Haha, Wow, Sad, Angry, and Like actions that users took on your post. This can be reported on in the Measure module.

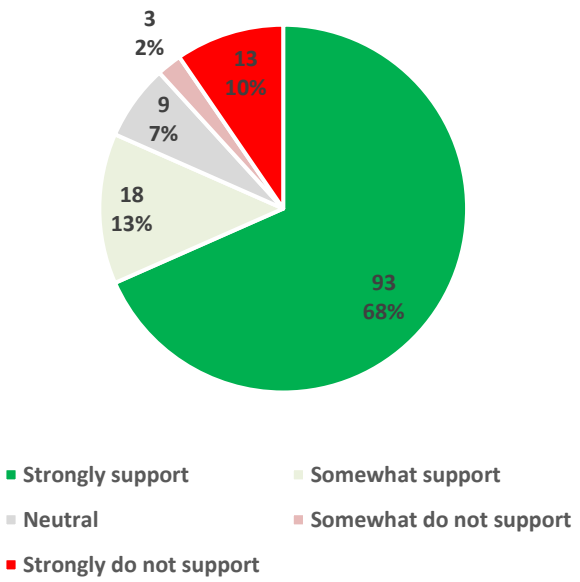
Participants suburb

Suburb	Total
Plympton Park	139
Glenelg	1
South Plympton	1

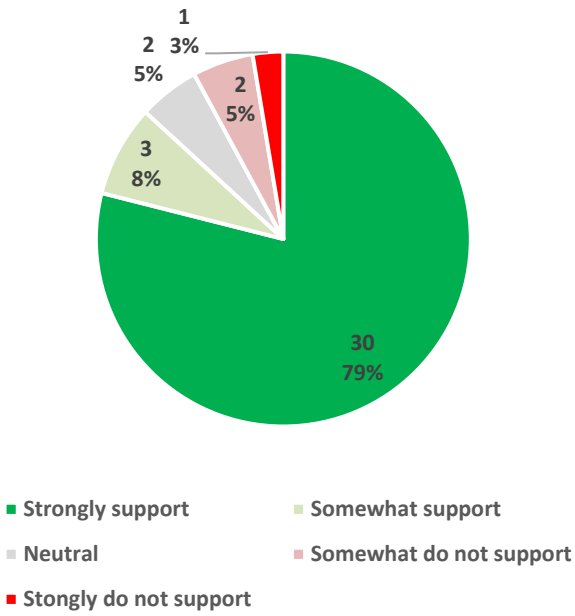
Participant responses

Do you support the proposed left turn out of Wattle Terrace onto Cross road?

Online

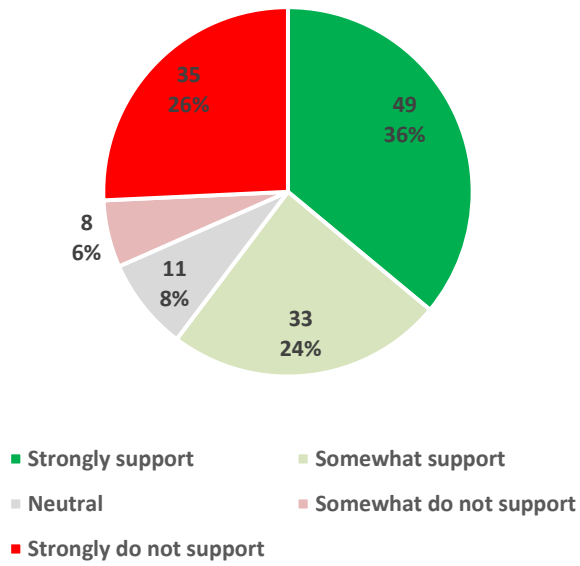


Drop-in session

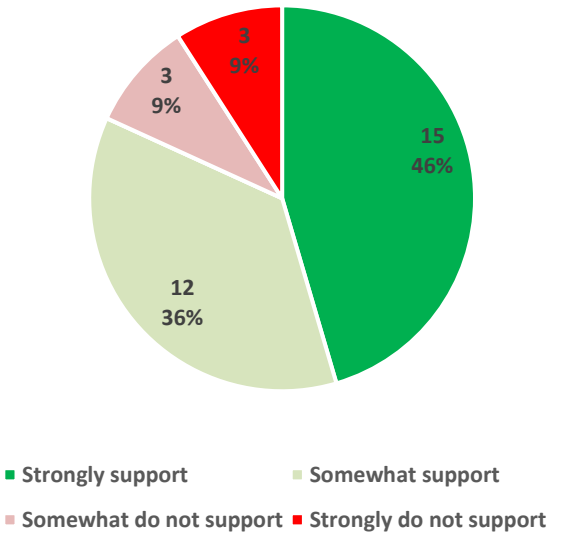


Do you support the proposed amendments to Park Terrace?

Online



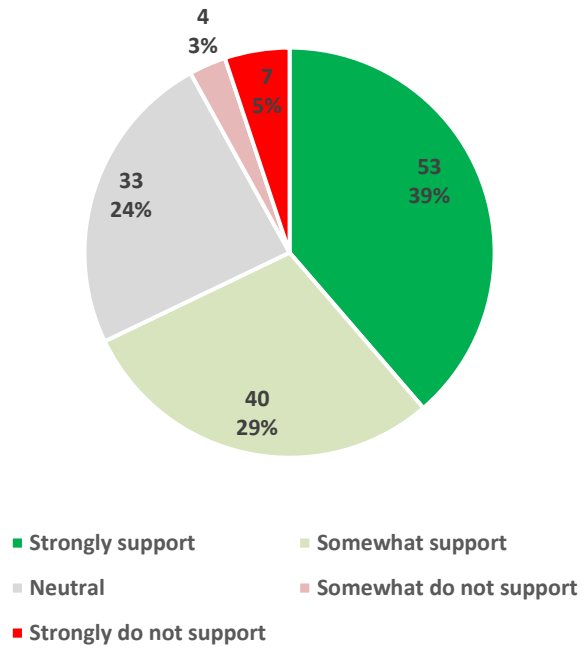
Drop-in session



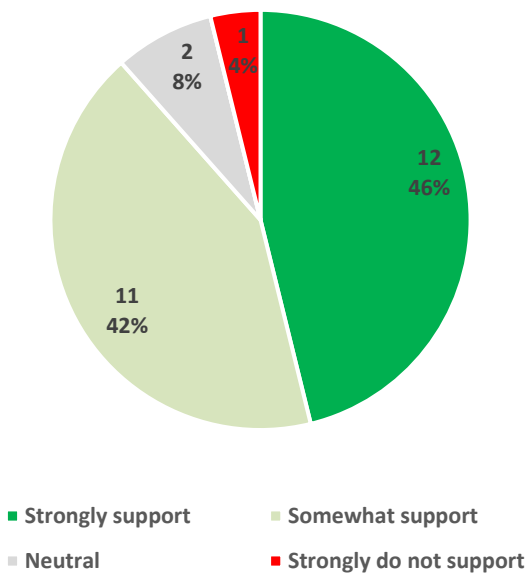
Participant responses

Do you support the accessibility and safety improvements proposed for Aldridge Street Reserve?

Online

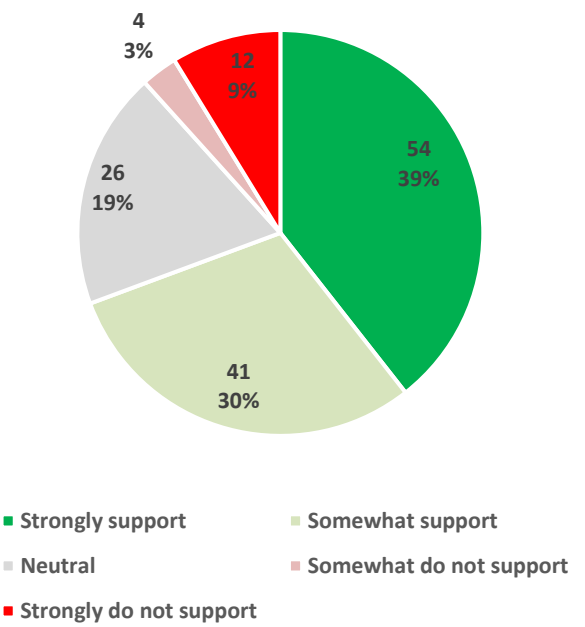


Drop-in session

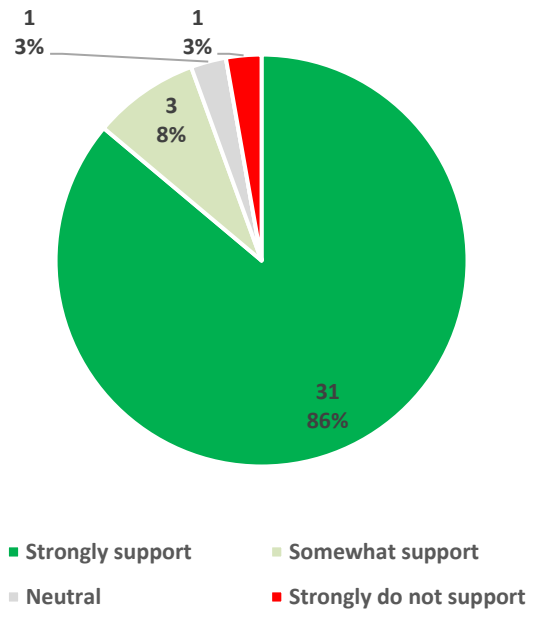


Do you support the accessibility and safety improvements proposed for Elizabeth Ryan Reserve?

Online



Drop-in session



Comments

Left turn out of Wattle Terrace

- **Supportive: 71 comments**
- **Not supportive: 12 comments**

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Comments

Strongly support

1	Increased access to Cross Rd with intention to reduce traffic impact on Herbert St. However, I don't see this as a long term solution to the increasing traffic volume - without being considered in conjunction with some version of restricted RH turn provision in and out of Herbert St and additional traffic provisions of streets entering Marion Rd between Bray St and Cross Rd - e.g. state govt provide painted Keep Clear road signage at these. Also traffic signal sequencing to allow for longer RH turn at Marion Rd. The fact that such an extensive development has proceeded with the only exit/entry point being onto Park Tce/Wattle Tce is of significant concern and not one that will be adequately addressed by this measure. Herbert St meanwhile is being maneuvered inappropriately into being a 'collector' road. Local and state governments must ensure appropriate infrastructure so as not to stress existing community capacity and cohesion.
2	Better access and ease congestion on Herbert Street.
3	It will help exiting the suburb rather than going all the way around. Much more direct.
4	At least some traffic coming from the racecourse development can exit here without going through local streets or causing congestion on Park Tce trying to exit onto Bray Street.
5	Easy access to Cross Road
6	More connections to cross road are good (avoids congestion on Marion road) and reduces congestion on Herbert St at busy times. Takes good advantage of the new tram overpass.
7	I like the idea of a second access to Cross Road, particularly with the new Morphettville development under construction. Consider signage / road marking to watch for people walking/cycling as this is a convenient walking access to the local school and shops on corner of Anzac Hwy & Cross Road.
8	This is likely to lead to a significant shift of traffic in Plympton Park from overloaded local roads, such as Herbert Street, onto Wattle Terrace. Wattle Terrace has good traffic flow due to not being open to traffic on its North side. There is a lot of week day 'park and ride' car parking on the North side near the Plympton park tram stop. It would be better for traffic flow if there was no parking on the North side.
9	A left turn out from Wattle Terrace to Cross Road seems a very logical way to give residents access to Cross Road. It takes traffic around the perimeter of Plympton Park, rather than through Plympton Park, thus disturbing Plympton Park residents less.
10	Relieve Herbert St. Without Herbert St, locals have to go out on Marion Rd then use the main rd intersection to use Cross Rd. Very inconvenient.
11	The traffic flow through Plympton park is horrendous in the mornings all the streets through here are cut throughs to get to Herbert street to turn left and right on cross roads
12	This would provide easier access to Cross Road for local residents, without the need for travelling through smaller side streets.
13	Will improve the intersection
14	From Griffiths Rd this is more convenient.
15	Traffic flows freely as opposed to cutting into other streets to get onto crossroad
16	Improve traffic flow and give people options for entering cross road.
17	This will reduce congestion at Herbert Street and marion road. This will also provide multiple access exit points for the dwellers in the area given the fact that morphetville development is happening which means more traffic on the roads.
18	Keeping the traffic flowing from new housing estate
19	I am very much in support of this proposal. It will clear traffic quicker onto Cross Road much better than Herbert St.
20	This would reduce traffic on Herbert street which we would welcome as Herbert street traffic is heavy morning and evening. Over this long weekend the closure of Herbert street is very pleasant.

Comments

Strongly support

21	Another option for getting traffic out onto main road
22	Takes the pressure off Herbert St
23	We live in the quarter that is serviced by this road. We currently have to use Peckham Street and Herbert Street to get on to Cross Rd, whilst I don't find this inconvenient it's actually really dangerous. People do not observe the stop signs at the 3 cross roads on Peckham and I have had 2 near misses while travelling on Peckham. Being able to go to the end of Acacia Street, turn right and exit on to Cross Rd from Wattle Tce would be much safer.
24	There is currently very limited access to Anzac Highway from Wattle and Park Terrace area without travelling long distances. This will only be exacerbated with extra housing & vehicles.
25	Herbert St is becoming too congested in peak times
26	Reduce traffic on the only road that can turn left to cross road which is a good improvement.
27	Good ideas as it will take traffic off Marion Road for those that want to travel down Cross Roads (West) without having enter Marion Road first to enter Cross Roads.
28	To ease traffic through Herbert Street
29	There needs to be a way for traffic to exit out out plympton park. The new houses being built will add so much more congestion otherwise.
30	Another exit from Plympton Park is needed especially with the new Villawood development
31	To help ease the volume of traffic in Herbert St. Herbert Street is the only street to feed onto Cross Road from the western suburbs that is not a major road. People use it as a "rat run" to by-pass using Marion Road and turning into Cross Road at the traffic lights. Since the construction of the tram overpass with the addition of barriers to seperate traffic and the need to stop right hand turns from Cross Road into Herbert Street, there has been a considerable reduction in the amount of vehicles especially in the afternoon peak times.
32	Needs another exit to Cross Rds besides Herbert St. Makes sense now the tram is going overhead. Expect you will also need to put in several no parking lines so that cars can get through easily. It will be a busier thoroughfare to Cross Rds so needs to have yellow no parking lines down the whole street. People are idiots and they'll park opposite other cars so it'll be a game of weaving in/out to get down the street. Overall 100% agree this access is required.
33	ACCES TO CROSS ROAD DESPERATELY NEEDS ANOTHER OPTION BESIDES HERBERT STREET IN PARTICULAR DUE TO THE NEW DEVELOPMENT BEING DONE AT MORPHETTVILLE RACECOURSE. Closure of Arthur Street to this option is a great idea.
34	An easy way to exit the neighbourhood into cross road and maybe easing turners on Herbert.
35	I need to get to Cross Road coming from Ferry Avenue on many occasions and Herbert Street is quite often congested and crowded with vehicles parked on both sides of the road. Another option would be great
36	The left hand turn exit will assist with the flow of traffic coming from the new housing development at Morphettville Racecourse.
37	Ease congestion on Herbert Street
38	It evens out the traffics between Herbert, Arthur and Wattle. Herbert Street gets too banked up during peak times.
39	Will greatly improve my commute
40	Great. Just wondering where the pedestrian traffic lights on cross road will fall when you turn onto cross road from wattle terrace? Is it very close to the turn or is there a bit of space?
41	Ease congestion on Herbert Street and exit to cross road that doesn't involve going onto Marion Road.
42	Reduce traffic flow down narrow street
43	TURNING OUT OF HERBERT STREET ON TO CROSS ROAD CAN BE A NIGHTMARE !!!
44	Another exit from the suburb is a good thing
45	This will ease traffic pressure on the other access points to main roads and be convenient for some residents west of Herbert St.
46	To reduce traffic on Herbert street. WISH THE NO RIGHT HAND FROM HERBERT STREET ONTO CROSS ROADTO REMAIN PERMANENT AS DURING CONSTRUCTION THIS HAS REDUCED TRAFFIC IN HERBERT STREET.

Comments

Strongly support

47	Remove traffic congestion also slow down motorist.Also look at doing something to Herbert st it's a drag strip an used as a short from the traffic lights Marion & Cross Rds.The revamp playground has attracted more families but motorist and traffic congest the st.
48	Easy to get out onto cross rd
49	Creating left turn access to Cross Rd, from Wattle Terrace, will significantly ease the traffic congestion entering Cross Rd, from Herbert St. Herbert Street is relatively narrow, and during morning and afternoon peak hours, it becomes heavily congested.
50	We live on Herbert Street and the traffic is horrendous in peak hour and now with the kids park it is very dangerous with all the cars flying around the corner with little ones around
51	Safety, there will be 200 plus new residents trying to exit/enter the suburb we need to take some of the pressure off the other side streets. It will also help with Emergency Services access response time.
52	I agree with the explanation in the FAQ on this. It makes a lot of sense.
53	Reduces rat run trying to dodge Marion intersection
54	This will help ease pressure along Herbert ave
55	Like the extra exit onto Cross Road
56	In peak hours the traffic backs right back along Herbert st, especially if someone is trying to turn right into Cross rd. Providing an alternative for people to turn left only makes sense. I'd also like to make sure traffic will still be able to turn right into Herbert St, from Cross Rd heading East.
57	Will improve access to cross road from Plympton park. Would be great to have a right turn reinstated somewhere too though.
58	To help ease congestion on Herbert Street especially with the added traffic from the Villawood Estate
59	logical
60	Will improve access for residents and traffic
61	Traffic congestion is out of control by all neighbouring streets leading to Herbert Street so by opening an alternative access to Cross Road, this problem would be reduced significantly. Great proposal
62	Exit strongly needed to access onto cross rd! Enabling more accessable traffic flow.
63	To ease congestion in the morning for anyone travelling west as this is a high flow traffic area
64	All the extra traffic from your Morphettville money maker Lego land needs some way to get vehicles in and out
65	It is dangerous, and also ridiculous, that cars coming from Cross Road have to stop and give way to any Arthur/Wattle traffic; which risks rear-ending on Cross Road
66	Increased safety turning from Cross Road into Wattle Terrace as it means that traffic won't bank up towards Cross Road, and also removes the risk at the giveway (which was a little bit of a blind spot).
67	Will make it easier for people instead of Herbert Street being overloaded. Residents of Clement St then wont need to go around the block to go left onto Cross Rds.
68	I believe this amendment will create free-flowing traffic & provide safety for pedestrians
69	I presume right hand turn access to Cross Road will cease. This will help exiting our area without having to converge with Marion Road traffic. Although a potential downside is that more morning peak hour traffic may cut through Arthur Street to avoid Marion Road.
70	Clear access to western suburbs and Glenelg without having to cross another main road.
71	Will enable traffic to be on the perimeter of the suburb instead of diverting thru multiple streets . This will create a safer enviroment for our young families and reduce the traffic flow criss crossing thru our streets.

Comments

Strongly do not support

1	They already use Arthur street as a rat run.
2	This will contribute to the problem by opening up a further exit point onto Cross Road. Wattle Tce will become far busier by doing this and with the new racecourse development entices all that traffic to exit that way. By the time someone has driven down Park Terrace over the proposed new speed humps and reach streets without, they will be wanting to make up that time and your 40K limits will not mean a thing as their speed increases to make up the lost time. Inevitably making all the local streets like Milton Ave, Stradbroke Ave, Wattle Tce and South Tce in particular, more dangerous than they currently are.
3	We consciously chose our house location because of the restricted cross rd access making it safer. This proposal changes wattle tce into a connector rd now making it less safer and difficult to access the 'open space' under the tramline and making it harder for us to safely access the pedestrian crossing which was moved west. Cross rd traffic entering wattle tce already flys in putting people at risk and now we need to cross this two way road to access the pedestrian crossing. Making a section of arthur street one way risks drivers going the wrong way and they will. We also visitors for cross road residents park in arthur street and walk around. This has been a problem. when we needed an ambulance it could not get in because someone had parked close to the junction blocking it. If this section of arthur street is one way morons will parks along it blocking access. I support the closer of wattle tce for vehicles coming off cross road to make it safer for pedestrians.
4	Would affect pedestrians crossing Wattle terrace to access the tram stop and bikeway
5	Wattle Terrace runs on a funny angle which means most blocks and driveways are also on an angle, this alone makes it difficult to get in not to mention trying to back a large tow item (my husband is a sole trader and uses trailers daily) this already requires you to have to approach the house from only one direction, I believe if you make Wattle Terrace an out road this situation will be worse not to mention the parking issue already in the street due to the Plympton Park level tram stop. With the apartment buildings going up at Morphettville the extra traffic going down wattle Tce will also exacerbate the situation, unless you have made cut in areas for extra car parking along Wattle Terrace
6	If doing this, you need speed cushions along wattle terrace. I love on the corner of wattle and Clement, and the amount of cars that use the exit off cross road to access this whole area is (or before the tram works anyway) non stop. This will only get worse when the racecourse house development is done as that's the only exit to get to that side of the tram line. Cars are speeding down wattle and it's mostly single car access during the day with all the cars parked at the tram stop and household cars on the roads. I know we need access roads, but speed bumps or round abouts need to be installed to make it safe.
7	Once morphettville housing is established the volume of traffic entering and exiting wattle tce will increase quite significantly. Wattle Street is already compromised around ferry avenue and sth tce junctures because of tram commuter parking.
8	People will want to leave via Arthur st, not just wattle terrace. It currently has no through traffic so you're just moving traffic further into the quieter local streets, making people wind their way around to get out via wattle. Keeping the right turn into Herbert but removing the right turn out of Herbert would be better
9	There already is evidence of impatient or urgent peak hour travelers that drive without due care. A bottle neck on Hebert isolates this risk. Adding an additional Cross Road turn will encourage more traffic on Wattle Tce during peak hour when people traveling via tram will be at increased risk of injury when attempting to cross to the tramline. Wattle Tce is a residential street with a lot of bidirectional street parking for residents and tram users. A left turn on Cross road will encourage Wattle Tce to become a speedway.
10	While traffic data may currently show left turn volumes at Herbert being three times of right turns, this doesn't consider that it is easier to turn left onto Marion Road than right onto Cross Road (i.e. a better route choice is available), nor cut through traffic through the suburb when Marion Road is congested (i.e. drivers use Wilson St and Arthur St to avoid Marion Road queues). This could be better controlled by preventing cut through movements towards the southern side of Plympton Park and/or slow points etc. in the eastern North-south orientated roads (parallel to Marion Road). At the very least, review of options should be undertaken post completion of the tram overpass project (including the Marion/ANZAC intersection upgrade) to see the effects within Plympton Park.

Comments

Strongly do not support

11	This is how we enter and exit out suburbs. This significantly impacts our ease of access egress
12	It will increase traffic flow through Wattle Tce which is already a narrow street that will have restricted flow as soon as tram network is reopened in January and parking along the northern side returns to previous levels. Traffic from new racecourse redevelopment will also use this route as an easy access to both Glenelg And Anzac Highway. With the increase in housing allotments along Wattle Terrace and the commensurate traffic and pedestrian activity the accident risk will increase also.As South Tce is currently carrying bus traffic it would seem that another access point off South Tce to Cross Rd would be a much safer option ie Arthus St as there is only resident parking not commuters all day every day as in Wattle Tce.

Comments

Park Terrace proposed treatments

- **Supportive: 34 comments**
- **Not supportive: 30 comments**

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Comments

Strongly support

1	Provision for cyclists is essential. As noted, the current geometry and available space limitations prevent specific parking and bike lane on both sides of Park Terrace. However, this option increases awareness of shared road usage and therefore safety for cyclists. While the speed cushions are likely to assist with speed management, I am not convinced they will specifically reduce through traffic, particularly once Villawood is completed. While not within the immediate considerations, I think it is also worth noting that a higher volume of traffic is likely to make the corner of Bray Street and Park Terrace an additional pressure point.
2	Makes the road space clearer whether driving, cycling or parking, while still encouraging slower / safe speeds. Is signage being considered for alternative/complementary bike direct route
3	Park Terrace is an important connector road in Plympton Park and needs to function better for higher traffic loads eg from Wattle Terrace. Adding speed cushions will help in keeping speeds down. The current cycle lane is dangerous for cyclists as the street is narrow and has high traffic loads. The street needs to be widened on the West side to allow for a wider, safer cycle path. If this is not currently possible, a longer term plan should be considered to create a shared use path with land from the adjacent race course property.
4	I'm a cyclist and use this route often. I trust that this new approach will make the journey safer but agree that speed bumps should be installed to slow and reduce traffic. I would also often cycle on this road with my children to get to Glenelg, so consideration should be given to safety for groups of cyclists as well as individuals.
5	This is good but a short term. Focus has to be on how to open the lane as there are cars parked on the street because of which park Terrace is always full of cars parked on the street.
6	Makes it safer
7	I'm happy with this proposal to stop vehicles that are heading south from crossing centre line of road and travelling directly into oncoming traffic.
8	This may assist traffic to adhere to the 50km/hr speed limit
9	When turning left into Park Tce I often come across cars on the wrong side of the road close to the Junction because they are overtaking parked cars. Also drivers nowadays have no consideration for other people and drive too fast making this a dangerous junction. I would question why speed humps, why not just reduce the road speed to 40kmph like Unley?
10	Speed bumps should achieve the goals of slowing down traffic and partly acting as a deterrent to rat-runners. It's a shame that we lose the bike lane. Can you design it with a two way hard barrier protected two way bike lane rather than a parking lane? There are no north-south bike lanes to connect Turtur bike path to Hendrie street, and there should be. Park terrace is the best one (safer than Blackler or Ferry which have many intersections).
11	Reduce speed in residential is a positive
12	Safer for cyclists
13	Much safer 2 way traffic
14	Park Terrace is currently a rat run & will only get worse with further development in the suburb. controls like this are much needed. A marked parking lane is also welcome on the eastern side only of the street.
15	Always have to give way when going to Bray so this should help. Will the road be widening?
16	We have witnessed drivers leaving or heading towards the oval, appearing to travel at high speed along Park Terrace. The cushions will slow them down. The cushions will increase pedestrian safety, especially with the new housing development at Morphettville Racecourse. It would be ideal if an off-road bike lane could be installed alongside the race track. We understand this would involve the removal of trees, however new plants could be planted afterwards.
17	Currently most people do not follow road rules when heading south and do not indicate when crossing the dotted white line, this poses a risk of head on collisions and forcing northbound traffic into the current bicycle lane. Formalizing a parking lane on the Eastern side and removing the dedicated bicycle lane reduces this risk. The speed cushions will help to reduce the 85th percentile speed making it safer for all road users.

Comments

Strongly support

18	Reduces speeding cars.
19	Current parking infringes on the road too much
20	Cars are speeding down these main back roads and it's mostly single car access during the day with all the household cars on the roads. Only going to get more traffic once the racecourse development is done. I know we need access roads, but speed bumps or round abouts need to be installed to make it safe.
21	While it will slow traffic, it will hopefully take traffic off of Park Tce and onto Ferry Ave which can deal with traffic flow better
22	Park Terrace is choked already and often a one lane track due to parked cars. The traffic from the racecourse housing development will make this worse. However, until Park Terrace is eventually widened to four lanes(as it must in years to come), these changes will be better than the present choked up mess.
23	Park tce is probably classified as a local road, but really it's a collector road, connecting south tce and wattle st to bray St, and vice versa. Once morphettville housing comes online, the volume of traffic will increase markedly. Any efforts towards safety of drivers, and pedestrians, is applauded (speed humps, roundabouts etc).
24	Currently, traffic on Park Terrace is already quite congested during peak hours, particularly when residents park their cars on the street. Allocating a specifc parking lane, while removing the bike lane, keeping one lane for each direction, and adding speed cushions will help with the flow of traffic and slow down the drivers who speed between Milton Ave and Hawker Ave. It'd also make things a lot safer for kids and pets who might accidentally run onto the road.
25	slow traffic down especially with the footy club and kids in the area
26	I walk the district at least 5 times a week for 1 to 1.5 hrs. I see this situation first hand on Park Terrace. I again agree with the comments made in the FAQ. It is a pity the trees on the western side of Park Terrace could not be removed and the street widen to allow for a dedicated bike/ walking path to link into the Mike Turtur Bike/ Walking pathway. The trees could be offset by further plantings inside the Villawood & Race Track land. Other lower landscaping could assist the aesthetics of the pathway.
27	More bike lanes everywhere!
28	Volume of traffic using this route!
29	Alot of speeding and parked cars have creates a lot of near misses. Slowing traffic down and creating safer parking will improve safety and amenity.
30	Any traffic movement around the football / community club is a nightmare most of the time.
31	Please note that my Strongly Support is in relation to the marked parking lane, which is a hugely advantageous move; the speed cushions I am ambivalent about, as will any drivers encountering them (cars rarely slow down for them)
32	I especially support the Marked parking lane here! This would be fab - it's complicated having to drive in the lane towards oncoming traffic when parked cars take up all of the space. I'm not bothered either way by the speed cushions.
33	With all the new apartments bringing more cars to Plympton Park, this may help manage increased traffic.
34	Love the off road parking as has been a great problem for a long time where cars are on the wrong side of the road and forcing cars going the other way into the bike lane. Happy to have speed bumps

Comments

Strongly do not support

1	Will not achieve anything.
2	It will create congestion, as cars already go slow on this road.
3	Park Terrace is a convenient major feeder road into the streets to its east. It is a logical entry and exit point for residents of the new development at Morphetville. To accommodate these demands, the street should be made wider or parking better managed to facilitate traffic flow. Ideally, there should be some form of controlled entry onto Bray Street (roundabout or lights). The plan ignores reality, residents and motorists (current and future), is a failure of planning to cater for a major new development and panders to cyclists who are already well catered for by bike path networks.
4	Park Tce will carry significantly more traffic as the racecourse development proceeds. Already parking on the eastern side is a significant impediment to traffic flow -- currently drivers take turns giving way to each other or fully utilise the bike lane as a car lane. Not sure if incorporating this space into a shared bike/car lane is the safest approach. Keeping a dedicated bikeway and adding indented parking spaces (where possible) on the eastern side (and prohibiting other kerbside parking there) would be a better option. Moreover, to avoid a series of speed cushions, drivers are likely to divert at the earliest opportunity onto side streets.
5	Speed cushions, they are hardly a cushion! Have you stopped to think about the time added onto any emergency vehicle having to make their way down a street with speed humps. Have you ever actually studied the many streets in Adelaide that already have them installed and watched how traffic reacts to them. It causes road congestion, vehicles swerving around them to find the smoothest and fastest way across them, road rage and speeding along the adjoining streets as people try and make up the time lost going over speed humps.
6	With council's planning department approving infill with outdated parking requirements encouraging more cars in a pre car suburb, and then not enforcing garages so people store rubbish in them and then park on the streets there is of course a parking/traffic issue along park tce. This should be dealt with upstream and minimising vehicles and traffic in the areas not down stream by trying to accommodate it. Park tce adjacent to the oval should be closed to traffic and converted to car parking and new clubrooms for the oval built above to open up more greenspace. Bray Street and wattle tce should be designed to act as a connector road for traffic cutting through plympton park
7	Another possible solution may also be to have a "No left turn between 7-9am) from Bray Street onto Park Terrace. Parking for vehicles in Plympton Park is a big problem with the increased housing density that has occurred in the last 10 years which wasn't planned for, and residents are left to bear the problems and dangers it creates.
8	All you are doing is making the traffic go to every other street off brae street except for Park terrace. The horse trucks are supposed to go down that terrace so how will speed humps work for them
9	Bike lane on Park Terrace is commonly used to reach the tram stop
10	Bringing inconvenience to residents (majority who follow the speed rules) with unnecessary speed bumps.
11	Regularly drive Park Terrace. Due to cars parked when travelling south, have to travel slowly to give way to car travelling north.
12	Increased traffic off Morphett Rd in morning peak hour to beat lights at Bray St/Marion Rd We are finding it increasingly difficult to exit from Clement St onto Marion Rd to go Eadt up Cross Rd to get children to school as it is More traffic off Bray St and soon more traffic from the racecourse devt and I don't know how we will manage
13	Whether with or without speed bumps, this road is too narrow to cope with increased traffic. Cars already bank up on the Bray St corner.
14	Add to congestion on one of the main streets
15	Why is it that Park Terrace is not becoming the collector road as there are houses one side of the road only? And what is going to happen to all of these roads in this area once the building work is complete inside of the Morphettville Racecourse. Surely traffic will increase significantly?
16	Too many speed humps already. Park Terrace is already slow, congested and too narrow for parked cars, & speed humps will cause traffic bank ups & subsequently drive traffic onto other streets. Widening Park Terrace to allow cars to be parked without intruding into the active lane would be much better.

Comments

Strongly do not support

17	Not neccessary
18	Not necessary.
19	While I support the additional parking lane I do not support speed cushions as this is a main road out of the suburb
20	Not necessary
21	I have lived on Park Terrace 27 years and are well are of the traffic flow. I have a few Questions with the solutions in Park Terrace. Are You making one side of the road a NO parking zone? Will you be widening the road to make the Parking bays? From the plans the speed cushions look like they are placed directly at the new enter/exit from the racecourse is this correct or do you intend to put them directly infront of the driveways of the two houses down from that point? There is a slow point already at the round about (Not shown) do you intend to remove the roundabout ? A trial period for slow point should be considered before a permanent structure is put in place, especially as the new residents and their cars are not yet using Park Terrace entrance/exit. Whist I acknowledge the problem with cyclist swinging out into traffic and cars traveling in the bike lanes. Taking away the bike lane means Parking is now available on both sides of the road. We know this will create a huge bottle neck and safety hazard. You only need to look at Bray street end of the road to see the problems this causes. School children use this route frequently specifically because they do not need to "share the road" with cars. Being Realistic, Resident in Plympton Park sent a clear No to the council to lower the speed limits because we know it is not able monitored by the police or the council. While speed cushions will attempt to address this problem and placed correctly are a good solution, Rawsons Electrical will continue to cut through and Horse Floats/workers will still need access to the Stables. The traffic around the club house on the weekends will continue to be hazardous until a new Facility with Parking is built.
22	Park terrace used as a local collector, even thought that's not it's classification. Especially when new apartments are completed at racecourse. This is also a main bicycle route connecting local residents, mike turter Bikeway, and Hendrie st/Bray st/Sturt linear park. It's too narrow with parked cars and existing traffic do not respect existing lane markings / bike lanes. Bike arrows give vehicular traffic the impression that bikes have less right of way than fixed lanes. Speed cushions just egg on hoon drivers who try to straddle them at speed. I believe either widening same as Hendrie st, or narrowing with chicanes and dedicated bike lanes on each side would be more appropriate to push through traffic back to ferry ave - especially if ferry is going to be designated as a local collector.
23	If you put speed bumps on park, more people will use ferry
24	Park Tce is a major road adding speed cushions will slow traffic increasing congestion. Intermittent placement of speed cameras would provide more effective speed control. Alternatively or in addition consider reducing the speed limit to 40kph
25	Sharrows present an increased safety risk for cyclists in comparison to the dedicated bicycle lane which is present on the western side of Park Terrace currently. Given there are no other dedicated cycling connections through the suburb (north-south), this presents a poor outcome at the detriment of cycling in favour of private vehicle ownership. Whilst a dedicated bicycle lane on one side of a road is somewhat unusual, it does not mean that it is an unsafe outcome. I would also add that if a vehicle is parked on the eastern side on Park Terrace, a southbound cyclist does not need to cross the centreline to negotiate past the vehicle, nor into oncoming traffic (a width of approximately 1.2-1.5 m is available between a parked car and the centreline, which is equivalent to that of a compliant cycling lane). This comment below is factually incorrect and misleading.

Comments

Strongly do not support

26	Putting in speed inhibitors will do nothing to stop the amount of traffic using the road. It will just increase congestion and this is one of the only and most direct ways residents can access bray st and morphett rd
27	There are 2 roundabouts on this road which already slow traffic. Installing speed cushions is a waste of time and money which can be better spent elsewhere
28	I don't think we need speed humps on park tce as there are already round abouts to control speed. And as an owner of a classic sports car they are damaging to drive over. I do think the concept of a parking lane on park terrace is a good idea.
29	There are already two roundabouts on Park Terrace which slows traffic, I believe speed humps are completely unnecessary and will only cause congestion.
30	I see you say it's not possible to create separate two way bike lanes, but I would disagree. There is so much dead space that people just dump stuff in the bushes on the edge of the Morphettville Racecourse grounds. Cyclist's off the road is the safest option. Not putting in speed bumps. I also think getting cars off the street is also a main priority for the whole suburb.

Comments

Aldridge Street Reserve

- **Supportive: 31 comments**
- **Not supportive: 5 comments**

CITY OF MARION

Comments

Strongly support

1	Recent upgrades to the Aldridge Reserve have seen a corresponding increased rate of use. The proposed improvements will enhance both accessibility and safety. The retroflective pavers provide both practical and visual cues for drivers and the pedestrian kerb ramps enable safer, easier and inclusive access. I believe these features will help address the risks that can be posed by the curved geometry of Aldridge Ave near Ralli Street, particularly if someone is either unfamiliar with the road or driving too fast.
2	Predominantly because the additional treatments will make drivers slow down and be more aware that they are entering a playground precinct with possible unexpected encounters with children/balls/bikes.
3	There are few green spaces left in the neighbourhood, lets support the safety of the areas left.
4	Need to do more to address speeding through this section
5	Safety for parents and children in that area
6	I don't understand the proposal fully but safety improvements are needed. I live next door to the park at 46 and know that there have been at least three crashes at the S-bend in the past five years (including one vehicle ending up backwards in my front yard). In addition to the structural changes to this road, it would be good to have the road monitored by SAPOL periodically, as there are a small number of drivers who consistently drive dangerously on this road.
7	Aldridge St section between Blackler St and Ralli St Many young children play at the Aldridge St Reserve. Many cars go at high speed on This section of Aldridge St. This section of Aldridge st is not safe for young children because: Children can run on to the road and be hit by oncoming cars. Children getting into and out of cars to go to playground can be hit by passing cars at high speed. The street is narrow. Solutions: The speed limit in this section of Aldridge St should be reduced to 30 km per hour Speed humps be installed on Aldridge St between Blackler St and Ralli St Fencing be put on reserve fronting Aldridge St to prevent young children running onto Aldridge St and be hit by cars. Recently a stolen speeding car smashed into a parked car on Aldridge St near the reserve. Fortunately no one was killed.
8	Good improvement
9	Safety reasons
10	Anything which slows traffic and protects pedestrians and cyclists is worthwhile.
11	Better safety as its high risknzomenwith children and parents playing in the area.
12	Better for access and safety for children
13	Anything to improve safety near the Aldridge st reserve.
14	Also to assist in reducing speed in the suburb
15	Improve safety
16	Improves safety for kids & this road section is abused by drivers although parking adjacent may also need attention as this limits approaching car movements creating difficulty staying in the lanes properly
17	Once again a street that I use a lot. Quite often congested and cars parked in areas that make driving dangerous
18	Improves pedestrian experience

Comments

Strongly support

19	I am a RESIDENT at 30a Aldridge Ave and anything to slow the traffic down in ALDRIDGE AVE particularly adjacent to a kids playground is a very good idea.
20	It slows motorist down
21	I do junk mail deliveries in this area, and notice who, and how many, people (especially kids), use that Park. Any efforts to improve safety are welcomed.
22	I live on Aldridge Avenue and do see how the street is used as a through route and cars driving fairly fast down the street. I like these ideas at the park. Would also suggest some other form of speed management further along Aldridge nearer Marion road.
23	The reserve needs traffic & pedestrian safety precautions around it.
24	This was a clear oversight in the original planning and the redevelopment and is clearly warranted to improve accessibly for prams, folks with mobility aids.
25	I think this is a very important step. Regular whilst out walking the dog infant of this park cats will exceed the speed limit. By having raised bumps it will force them to. Slow down
26	Pedestrian safety in the vicinity of the reserve is a great outcome for the suburb. However, the pavement bars should not be replaced with RPMs as the latter does not act as a physical deterrent to prevent crossing the centreline. It is not uncommon to see vehicles travelling with speed in the vicinity of the reserve. RPMs will only assist in further facilitation (i.e. will not deter from crossing the centreline, allowing travel through the S bend faster) rather than reducing speeds and improving safety.
27	Will help keep cars from cutting the bend
28	See comments below!
29	Lots of kids around here so slowing cars down makes sense.
30	We have grandchildren, so anything to help with safety when we use this park is a good thing.
31	This will slow traffic where children are present. All about safety

Strongly do not support

1	This will make the road narrow.
2	Again, cars already go slow in this area. This will create congestion, in particular when cars are parked on the side of the road.
3	The current pavement bars are more of a deterrent for vehicles to stay within their lane, the raised retroreflective pavements markers allow vehicles to drive over them and cut the corners.
4	Left turns into Ralli St need to be considered. Cars turn into Ralli St at speed and speed to Bray St intersection. Additionally left turns into Ralli St are confronted by a blocked left lane always with parking restrictions, and so need to continue on right side with no visibility before pulling out. Needs to be rectified
5	We prefer to have speed cushions either side of Aldridge reserve to slow the traffic for the many children that access the park. The other suggestions are fine but the speed humps are essential. We have had 2 high speed crashes near the park in the last 12 months.

Comments

Elizabeth Ryan

- **Supportive: 33 comments**
- **Not supportive: 10 comments**

CITY OF MARION

Comments

Strongly support

1	No stoppoing restriction should be maintained, to support pedestrian (especially children's) safety. This road is already a busy one with cars turning into an donto Peckham Road from Marion. It is a narrow street.
2	These measures are helpful but not sufficient to address dangerous traffic speeding along Peckham Road towards Marion Road. A speed cushion on Peckham Road just to the west of this intersection would improve safety and reduce traffic accidents at this intersection. This would also improve safety for families taking children to the popular Elizabeth Ryan Reserve. Council needs to collect traffic volume and speed data on Peckham Road west of Herbert Street. Peckham Road is prone to speeding on this western side as it is a non stop road from Acacia Street until the Herbert Street intersection. Current council data doesn't collect this data. This speeding is a prime cause of accidents at this intersection.
3	Safety for foot traffic around that area and will slow traffic that cut through there
4	Good improvement
5	Safety reasons
6	Good idea and also better stop signage
7	This playground is well used by parents and children. But safety is compromised crossing Herbert st to playground. With parked cars children are not visible. So there needs to be traffic calming on Herbert st near playground.
8	Anything to slow traffic and improve safety at the Elizabeth Ryan reserve. That intersection gets very busy and vehicles regularly park to close to the intersection.
9	To assist with reducing traffic speed to 50km/hr and hopefully ensuring traffic notice and obey the stop signs on this corner which does not currently happen. The playground revamp is a wonderful improvement to the area and safety of all who use it is very important.
10	Improve safety.
11	Near playground with families so any safety improvement is supported
12	So many people ignore the STOP sign and just use the as a "giveway" intersection driving straight on through.
13	If this means keeping cars to their own side of the road, then I strongly support. What you also need to do is put in several no parking lines so that cars can get through easier. It is a busy thoroughfare to Cross Rds so needs to have yellow no parking lines down the whole street. People are idiots and they park opposite other cars so its a game of weaving in/out to get down the street. At the very least put yellow no parking lines at the corners and down from the corners so you can at least get through when you turn the corner without having to hit the brakes because you're halfway on the other lane thanks to some idiot parking right on the corner. (ie Park Tce when you turn off Bray St coming from the west)
14	Elizabeth Ryan Reserve usage has increased due to the recent upgrade. As Herbert Street is adjacent the traffic volume here is enormous so the intersection need to be enhanced to inform drivers of responsibilities
15	Safer for families to access the reserve
16	Every person has the right to be able to safely navigate and access their environment. I would advise, if not already planned, the inclusion of tactile dots, for people with low vision. Additionally, there is likely to be a higher concentration of people using this intersection due to the playground.
17	Improves access
18	Cars often speed through this corner so this measure will help solve this problem.
19	As above for Aldridge reserve.
20	there is a lot more kids and families around now with the new park
21	The reserve needs traffic & Pedestrian safety precautions around it.
22	Again this is a busy street early morning travelers move through this area with urgency and often inadequate care for small children who may be entering or leaving the park. Small children are prone to make under informed poor judgements of traffic speed and similarly motorists benefit from being reminded children and elderly carers may be in the area and present risk.

Comments

Strongly support

23	Again, improving pedestrian safety is a great outcome. RPMs in this location are an appropriate solution, noting the Stop bar linemarking at the intersection.
24	Any increased safety measures around the reserve is good but needs yellow lines to push car parking further away from the corner
25	Because of our suburb being used as a quick cut through thoroughfare from Marion Rd to Park Tce and Bray . I fully support any device that slows down 'Rat Runners!' The presence of the elderly and children using Elizabeth Ryan Reserve requires Motorists to be aware of their speed and pedestrians in this location and awareness of Speed Limits!
26	Same
27	logical
28	Safety for kids
29	Safer for kids and parents
30	Cause so many people run the stop sign already anything to make improves will help Put cameras in to
31	As before, anything that helps with safety is a good thing. We have grandchildren we take to this playground.
32	Better access for children and families who use the park
33	This will slow traffic where children are present. All about safety

Strongly do not support

1	My response is based on the proposed removal of current 'no parking' restrictions. (Please refer to 'any other comments' section). I consider that this suggestion is dangerous and has the potential to nullify the inherent benefits of the other actions being proposed to enhance safety and reduce risk. Has parking at the RSL or adjacent vacant block been explored? However, if the removal of parking restrictions was not being considered, my response would be 'Strongly Support' - the retroflective pavement markers in Herbert Street and Peckham Road and the proposed pedestrian kerb ramps are a great addition, as they provide easier, equitable and safer access to the playground plus being a visual cue to drivers. The fantastic re-development of the Elizabeth Ryan Reserve is a wonderful asset to the local community and has been enthusiastically embraced. Safety of those visiting the playground features strongly in the traffic concerns of local residents.
2	Cause too much congestion.
3	The road is fine as it is. If anything, I think there should be more yellow no-stopping lines along Peckham Road.
4	I noted at the community sessions that Herbert street residents complained about through traffic. These residents should have been aware of the traffic arrangements at the time of purchase, but as for the unpoliced rat running from marion road into cross road this could have been addressed by closing the section of peckham rd adjacent elizabeth ryan reserve and expanding the reserve south. We have had cars go through the playground fencing this could be addressed by making a wombat crossing that discourages non residents from rat running through our community
5	This area needs to be reduced from 50kmph to 40 or 30 due to the children's play area. People speed on this road no amount of reflective markers is going to stop this. Also people do not observe the stop signs.
6	This is a super busy intersection (before the roadworks even started) allowing more on street parking, reducing the roads to essentialy single car at a time access is not a great idea. I live around the corner, I see at least another car here well over 90% of the time I drive through it. And then there is having to navigate the cars parked on one, or both sides of the roads and see which car stops first. Accident waiting to happen. It's not pedestrians here to worry about, it's the crazy amount of traffic using it and the cars parked all over the roads.
7	Make Herbert st one way with slow points motorist think it's a race track and use it as a cut through to avoid traffic lights

Comments

Strongly do not support

8	There is barely enough room for cars to pass on Peckham Road as it is; removing the No Stopping restriction is an insanely bad idea, as it will guaranteed to be used by people using the RSL and throttling Peckham Road traffic to a one-way-lane system which is exceptionally dangerous given cars fly off of Marion Road into Peckham Road at speed. We use Herbert Street and Peckham Road all the time, and we are always encountering opposing traffic on Peckham Street between Herbert Street and Marion Road. There is ample parking in Herbert Street and at the RSL. If you want to create parks for Elizabeth Ryan Reserve, then you need to widen the road and reduce the area of the park to do so. Absolutely cannot stress how bad of an idea this is and I oppose it in the strongest terms possible. The other pedestrian and lane marking measures I am neutral towards.
9	Do not support the removing of the 'no stopping' restriction on Peckham. Traffic banks up here anyway trying to get onto Marion Road and this would becoming dreadfully tricky to navigate if there's parked car obstacles as well. Also, it's a bit of a blind left turn from Herbert into Peckham - and Peckham is an *extremely* narrow street. No parking here please! I need this street to be able to get into my driveway on Marion Road and use this almost every day.
10	I support some of this but I definitely do not support removing the No Stopping restrictions here This intersection is nautorious for people running STOP SIGNS and causing accidents. I've had one here myself due to someone going straight through the stop sign. Allowing more parking on Peckham Rd will only cause more issues with even more reduced visibility and again not solving the get cars off the street issue! Pecksm Rd is very narrow and cars already parked on this Rd causes issues and forces people to drive on the wrong side of the road to get around them. A small parking section should have been added when redevelopment of the park occurred.

Comments

Ferry Road reclassification (local road to a collector road)

85 comments

CITY OF MARION

Comments

1	From the description provided, it would appear that Ferry Ave already functions as a collector road, particularly when considering its bus route.
2	Will this not devalue the properties?!
3	Re Elizabeth Ryan Reserve area: Peckham Road is narrow already. Its current prohibition of parking on both sides remains the safest option, with the best traffic flow (that is, drivers will not have to give way to each other because parking limits space for two vehicles to pass through at the same time). Other suggested treatments are fine. Re Ferry Ave: reclassification as a collector road makes sense. Presumably, any modifications will only enhance traffic flow (ie, avoid speed cushions and other annoying slowing treatments on this road).
4	Changing the status to a collector road does nothing to improve traffic. Given the amount of traffic it currently carries and that it functions as a bus route I would of thought that maintenance would be a priority even without the new classification. My concern is currently people are using Park terrace as an option as Ferry can get very congested with parking on both sides of the road and busses going up and down. If you slow up Park terrace you are forcing more traffic down Ferry which is already busy due to the increased population due to all the land divisions and developments. Is there a plan to restrict parking or widen the road to deal with the traffic currently not to mention the increased traffic that will happen when the new development is open? This would be helpful, better lighting and new pavement won't help the traffic situation.
5	Agreed re. Ferry Ave reclassification.
6	Agree that this road is used to access and should be encouraged to be used for north south movements
7	ABSOLUTELY NOT. There is already way too much traffic in this street already. These difficulties include: 1. Rat runners 2. Speeding 2. Regular difficulties driving the street due to council supported infil - the street is simply not wide enough for the current traffic flow, and the level of street parking already occurring in the street. 3. The development of Morphetville racecourse into residential will only make this worse - the streets intersecting Ferry are already unsafe (which is probably why the council wants to make this a collector road....) 4. Any accident in the street stops all traffic including buses already. 5. Traffic CALMING is what is needed, not increasing traffic flow.
8	So what your saying is the road has to be reclassified for Council to implement maintenance and safety measures? What kind of bureaucratic nonsense is this, council has a responsibility to provide all the services mentioned. If Council have allowed policies, procedures and rulings to get to this point of having to reclassify their own infrastructure to simply provide the necessary maintenance and safety measures, you have a much bigger problem that needs to be fixed.
9	Traffic management and planning tends to look at and model current conditions and try and design to accommodate it better. This approach is flawed as you should be determining the outcome you want and designing for that. Plympton park is a residential location and traffic should be focussed on supporting the residents. Non-residents should be discouraged and encouraged to use DIT maintained roads.
10	This makes sense to me and my the road certainly needs some attention and better caring for by Council.
11	This is a good proposal. Ferry Avenue effectively already operates as a collector road.
12	Park Terrace goes around the perimeter of Plympton Park and traffic that travels along it disrupts less residence than encouraging traffic to use Ferry Avenue as a collector road. There are only residents on one side of Park Terrace but there are residents living on both sides of Ferry Avenue, meaning that more residents will be disturbed by an increased volume of traffic, if Ferry Avenue becomes busier. Surely there is more space along Park Terrace to widen it, than Ferry Avenue. The new residents of the residential development on the racecourse land know they are buying into a higher density form of residence and can see how the perimeter roads, Park Terrace and Wattle Terrace are already used by traffic. The residents of Ferry Avenue didn't think their street would ever become a collector road when they bought their residents.

Comments

13	Controlled parking on these busier roads is a must. Road rage due to parked cars, and electric bikes and scooters is making it unsafe. When will e-bikes and e-scooters require licences, road rules and speed limits. They are abusing the rules (and don't even know them) plus don't even have insurance. Road rage and insurance is increasing for everyone doing the right thing.
14	I believe Ferry Ave should have parking on only one side of the street. Yellow line indercating such. This is to make it safe for bus service and emergency services .
15	This is needed. Parking is currently an issue blocking busses. Speeding is also an issue along this section. Aldo need to consider traffic management at the intersection between Ferry and Bray.
16	I think that needs to happen for the traffic flow and I think parking on one side only or no parking so the buses can flow
17	Sounds like a good idea.
18	Would this mean less parked cars on Ferry? Currently it's difficult to negotiate particularly when a bus is coming. Also tram users use Ferry to park all day. Would this be addressed in the reclassification?
19	Will it result in even more traffic? I'm glad I don't live on it! I have been to meetings organised by Jane Stinson, Council consultations and I've given verbal and written feedback. I feel that residents are fighting a losing battle. We are building too many homes and destroying too many heritage homes to accommodate 3 houses where once there was one, resulting in higher traffic volumes, less street parking and contractors cutting down street trees. Then we have to "manage" the overwhelming increase in cars. The root cause is too many houses. If you wanted residents' honest and comprehensive opinions you wouldn't be limiting submissions to 1000 characters. This feels like an exercise to tick the 'Community Consultation' box.
20	Neutrality
21	There is a need for bike lanes to be clearly marked. Green bike lanes are best.
22	Yes again focus on how to take the parking off the street. With the bus moving on the road and cars being parked in the street movemnt of two way traffic is very difficult sometimes.
23	Sounds good as it's Anne's road that needs to be maintained
24	Strongly agree, is already being used as such
25	The parking on Ferry Ave between Aldridge and Bray st is getting out of hand. Is there going to be some parking conditions planned for this section? Regularly need to single file through here as so many vehicles parked on the street and only getting worse with more old homes being rebuilt with 2 new homes and not enough off street parking provided for.
26	Making these small changes doesn't make up for hundreds more cars on back streets.
27	As mentioned. Already act like a collector road. How does this change may affect the residents?
28	Wattle Terrace - Cross Road Upgrade: Blocking the left turn forces all vehicles from Arthur Street to enter from Cross Rd/ Wattle Terrace only, regardless of their destination. This may Increase U-turns or awkward turning behaviour in Arthur streets The blockage could hinder emergency vehicles if they need quick access. Pedestrian Conflicts: The landscaping narrows the road, and could reduce visibility for both drivers and pedestrians, especially if a driver was to make a poor decision and enter the south bound lane to travel north against the rules. Has there been an impact assessment conducted on the reduced traffic flow with the north bound lane blockage? Maybe an open lane with a simple stop sign may be appropriate?

Comments

29	Again you increase traffic from outside the area making it more difficult for local residents
30	Better lighting required for female safety. Also need to restrict on street parking.
31	There needs to be some sort of sensor road bumps (small road bumps, pavers) to remind people driving on Herbert to stop at the junction and a hard lane divider to stop people cutting the corner in right turn into Herbert from Peckham (especially rat runners cutting through to cross road from Marion road). The children's playground, and the RSL are right at plympton parks most busiest and cramped local streets. It needs attention. There have been crashes there. Make it as pedestrian friendly as possible. Also reduce the speed limit for peckham to 40 kmph. It used to be 40 until the council let people drive faster along it, so change it back again please.
32	Parked cars in narrow streets are becoming an increasing problem due to house jamming. Can parking cut outs be added to allow vehicles to stay in their lane when passing parked vehicles?
33	Agree if it provides better maintenance and upgrade
34	Good
35	I support this. It is a busy road
36	Better lighting around shops and bustops 18 as well
37	Yes, add yellow no parking lines so buses and cars can get through safely.
38	Agreed. Bus route makes this more than a local road. It also is a bit of a rat run from Bray Street through to Marion & Cross Road locations.
39	This will likely have the issue that Park Tce with cars constantly needing to give way.
40	I live on Ferry Avenue and have done for 37 years. The road is extremely busy these days with so many houses being demolished and extra houses taking their place. This creates a massive problem of parking on the road because they have small driveways and don't use garages. Especially in the area that I live, vehicles park on the road and quite often park across my driveway making entering and leaving my place, sometimes impossible. Plus being a bus route makes it very dangerous if I'm required to make a couple of goes to access the driveway. Now there are 2 more 3 bedroom houses nearing completion next door to me. Obviously there will be another driveway cut into the curb to access the two houses. This will restrict parking on the road even more. I've seen people parking their vehicles outside my place that don't live in one of the premises, they are there for 2 weeks or more, probably working away maybe. Ferry Avenue has far too many cars parked on it, mostly of a night of course.
41	Agree with this. Also need to ensure there is enough parking around Ferry Avenue because currently it can get quite congested when there are events on at the Oval nearby, or even if there are new houses being built (so big trucks are parked on Ferry Ave making the road narrower)
42	That is a great idea!
43	Good, Ferry Avenue should have already been classified as a collector road.
44	Agree
45	If it will speed up the proposed improvement
46	I Do NOT support the no stopping area being removed to allow for street parking on Peckham outside the park. This area is a traffic thoroughfare and is already a very tight and narrow road. Parking here would create a lot of problems in the morning as cars can already bank up here when trying to turn out to Marion Road during the morning. The rest of the suggestions are great. But definitely not removing the no parking signs. The majority of people who use the park and locals and walk anyway.
47	I strongly oppose this idea, unless new, stringent parking rules are introduced. The street has become very congested as a result of development, where inadequate car parking has forced vehicles to park on both sides of the street. Add the regular bus traffic to this street, it is very difficult to drive through. Changing its classification seems to be a semantic game, rather than a practical solution.
48	We are concerned that there will be more traffic down Shakespeare Ave when the development is finished at the racecourse, traffic should go down Stradbroke, much wider road.

Comments

49	My wife and I being resident in Aldridge Ave also are just around the corner to the BUS STOP in Ferry Ave. As pensioners we catch the bus in Ferry Ave on a regular basis. ANYTHING that Council can do to IMPROVE the INFRASTRUCTURE in Ferry Ave would be o POSITIVE STEP.
50	I think this is a good idea. Ferry Ave appears to be wider than Park Tce and able to deal with more traffic. Hopefully the road will be maintained to a higher standard. It would also be more beneficial if lighting could be improved along Ferry Avenue.
51	Parking on the edges will thwart smooth traffic flows whatever cosmetic changes are made. Restrictions on street parking and positive rewards for residents who park off the road and on their own properties should be applied. Council could incentivise the use of garages and concrete aprons. Certainly new developments must include larger garages and off-street parking areas for any new houses.
52	I have lived on the cnr of ferry and tennyson for almost 30 years so am well aware of the volume of traffic on ferry avenue. I am concerned about the increased volume of traffic on Park tce, ferry ave, south tce and probably wattle, Shakespeare and Aldridge, once morphettville housing is established. It would be good to know where the entry/exit points to this housing estate will be. Maybe speed humps might need to be considered, down the track, to those above mentioned local roads.
53	Yes ferry ave needs upgrading
54	This is a good idea.
55	This makes sense
56	Yes Ferry Avenue is definitely a collector road with it being the Main Bus Route and Shop access roads. Reclassification is needed.
57	Road is too narrow with parked cars on either side, regular busses, and deep dips. A lot of through traffic prefers park terrace as there are less obstructions.
58	Makes sense as already fulfills this function.
59	Busses struggle to navigate ferry ave, with the dips, roundabouts and parked cars. It feels like a local road when you drive down it.
60	If reclassifying ferry ave into a collector road please consider yellow lines. When people double park it makes it hard to travel down this road and traffic backs up, especially closer to bray street. With more traffic using this road parking should be considered.
61	I have lived in Ferry Avenue for approximately 18 months and this to me is a no-brainer. It is a pity the on street vehicle parking could not be better determined as the Buses & delivery vehicles have difficulty weaving in and around vehicles parked adjacent to one another on the street. Again at great cost the street could be made wider or make parking on one side of the street only. However saying that with care it can work as is. Better lighting would assist the traffic safety at night.
62	Agree with this reclassification. As long as street maintains community feel. Intersection at Bray St is busy and could do with pedestrian considerations as locals cross to shops
63	Yes, this is a major public transit route and reclassification is long overdue. particularly important as many properties have been converted to two house spaces with single garage only. On street parking and two way travel during peak hours is dangerous
64	It is fair to say it is used as a collector road. It is always busy and additional funding to maintain it will help especially with the infilling occurring
65	I don't think reclassification of Ferry Avenue to a collector road because of a bus route is necessarily a sound reason. Consideration could instead be given to reclassification of Park Terrace given it's adjacency to the Morphettville racecourse development, as well as the Plympton Park Oval clubrooms and car park.
66	Needs parking controlled especially at the Bray Street end as it gets congested often if cars are coming in both directions. Get rid of / or reposition the island on South terrace Ferry Avenue corner to allow large vehicles to turn right onto South Terrace easier and therefore quicker without driving over the island.
67	Strongly do not support more traffic on ferry Avenue as it is already busy, instead traffic should be directed to Park Tce - away from houses.
68	Already has buses going up and down so certainly seems like a good idea to reclassify.
69	The buses should go down Park Tce not Ferry
70	yes, it is a good idea!!
71	Support this
72	Good idea

Comments

73	Highly support this.
74	Agree
75	It would be useful to have Ferry Road to be set up as a connector road for traffic between Wattle and Bray Street, instead of just Park Terrace, as Park Terrace will become further busy once the new housing development at the Racecourse is completed
76	Generally council changes not improving anything.Just money waste
77	Ferry Ave is already a racetrack for buses that speed excessively.
78	Units on Morphettville Race Course should not have been built a young boy was lucky he was not killed there Disgusting by the council
79	Makes sense.
80	Agreed
81	Makes sense.
82	Sounds like a good idea especially relating to the ongoing maintenance & upgrades
83	Ferry Ave should have parking restrictions to allow for free flowing bus movement as currently the bus movement is restricted by cars parking opposite each other and again with redevelopment and added residents increased tradie activity congestion is a problem not just limiting bus movement but also creates a danger of both buses and cars trying to force their way through this narrow street.
84	Seems reasonable to me! It will have additional traffic when the apartments are occupied.
85	Agree with this

Drop-in session comments

44 comments

CITY OF MARION

Plympton Sports and Recreation Club

Wattle Terrace left turn to Cross Road

1	Turn left at Arthur to Cross Road
2	Speed restrictions on Wattle
3	Need to consider the extra load on Wattle as blocked with tram parking
4	No parking near tram stop to allow visibility for people alighting from tram
5	Retain RT in and out of Herbert Street
6	Retain RT in and out of Herbert Street

Park Terrace

7	Off street parking on Western side of Park Tce (racecourse)
8	No parking on race course side due to a bottle neck
9	Block Park Terrace and South Terrace and make car park incorporating oval parking. Entry from south only this gives more tram parking and deter rat run

General

10	No u turn at shelley ave on marion road south bound
11	Keep Clear signs on Marion Rd at Shelley and South Tce
12	Retroreflective dots on c line of Herbert and Shelley Ave
13	Cutting Milton onto Ferry Ave at intersection of stradbroke
14	No parking by playground in Peckham too dangerous
15	Peckham not wide enough for parking

Plympton Glenelg RSL

Wattle Terrace left turn to Cross Road

1	Great idea should help Herbert street issues
2	Definitely want two way turn Herbert and Cross Rd beacause in and out needed for the whole area
3	Herbert Street should have parking off street (indented parking)
4	Concerned about extra traffic flow and parking
5	Herbert Street no right out but right turn in is a must
6	Maintain right turn into Herbert, right out is not really necessary
7	Left out of Wattle will be vital for traffic reduction through Herbert
8	High-risk as traffic flow from new development. More people coming off tram and more traffic to exit to Cross Road
9	Arthur Street speed restrict traffic into Wattle 60 down to 40 and add ped crossingto bike track
10	It may need a bigger intersection

Park Terrace

11	Don't think speed cushions are required
12	Paek Avenue: needs to be widened - trees by race course removed
13	is it possible to look at designated inset car parks on some roads?
14	Park terrce is now a very busy road - needs help
15	Do not support speed cushions
16	More traffic in Park Teeerace trying to enter Bray Street - need to be managed
17	Cars should be off street from a certain time (specially peak time timed parking)

Elizabeth Ryan

18	More childrens and parents in Plympton Oval, this should be considered specially for South Tce Herbert Street, Ferry Ave to Aldridge
19	Needs SAPOL to enforce STOP sign
20	Need safety around playground on Herbert Street
21	Sign for playground on Herbert Street needs more prominence

On map

22	Reduce traffic in Herbert Street
23	Keep DIT right turn block on Cross Road and Herbert Street
24	No right turn into Cross Rd from Herbert - median
25	North end of Herbert Street - stop right exit
26	Would prefer to restrict turning nto Cross Rd from Herbert Street especially right turn - also turning right from Cross Road
27	Recommend no right turn from Herbert St to Cross Rd - keep it closed
28	Herbert Street already closed for right turn why reopen? Its only going to cause more issues ifits going to be closed again
29	No right turn on Herbert Street

Comments

Any other comments

66 comments

CITY OF MARION

Comments

1	Removing parking restrictions in Peckham St will result in further traffic hazards. The street is too narrow to accommodate parking and two way traffic flow onto and off of Marion Rd. Additionally , the intersection of Peckham and Herbert St can become congested when drivers are navigating entry in and out of Herbert Street with parked cars on both sides of Herbert Street. Funneling increasing traffic load into the last approx 100 metres of Herbert St without further consideration (even if modified version) of RH turn ingress and egress to Cross Road, is unsustainable and inequitable (even with proposed Wattle Tce exit) with escalating safety concerns. I, like other respondents, have utilised the RH turn into and out of Herbert St every day, so appreciate the inconvenience factors expressed. Once the TGS is completed traffic will flow well. Therefore, my previous suggestions of increased traffic sequence signalling (RH turn from Cross Rd into Marion Rd) and painted keep clear signage, could assist in directing traffic onto the main arterial road via enhanced entry points with greater ease while retaining LH only turn into and out of Herbert St .While rate of RH turns is reported as being less than LH turns, the impact of RH turns particularly during morning peak can be hectic, as traffic can bank back to Peckham St while someone is attempting a RH turn. Exiting your own property is difficult and managing the escalating traffic on a daily basis is impactful and increasingly stressful. I am aware of instances of people choosing to sell in part due to this and another contemplating the same. I have lived in my home for 27 years, have always loved the area and am blessed with a community of sensational neighbours. I understand that times change and development happens. However I am truly concerned about the impact this level of increased traffic is having on overall wellbeing. Thank you for the work you are doing and the opportunity to participate.
2	Please leave the suburb as is. With all these changes, it will make it a nightmare travelling through, in and out, of the suburb. People already drive slow or to the limit. This will make it worse.
3	I was glad to hear that Marion Council will continue to monitor traffic in the local area as the housing development progresses. The current latm addresses some but certainly not most of the possible consequences. I continue to believe -- contrary to your traffic engineers -- that allowing parking on both sides of our narrow local streets is not the best option for safe manoeuvring of cars nor for pedestrian movement. Crossing roadways by peeking out between parked vehicles is not optimal for either drivers or pedestrians.
4	You mention that you will monitor traffic on Park, Ferry and Herbert. Currently there is access to the new Villawood development at the end of Tennyson Ave. We are already experiencing increased traffic, is this going to be an exit once the development is finished? If so should you not also be monitoring traffic up Tennyson Ave, Stradbroke and south terrace. as cars will be heading up these streets towards Marion Road. It is already a problem with parking on both sides of the street due to increased population and I often have to do a 3 point turn to exit my driveway. If this exit is only being used during construction and will not be in use once completed, I understand why you wouldn't consider this. Could you confirm if this exit will be in use after construction.
5	As a cyclist I would prefer to keep they bike lane on Park Tce though unfortunately the road not wide enough for one in both directions. It can be a busy road with traffic cutting through often driving quite fast so speed bumps or 'cushions' are probably a good idea. The tram crossing grade separations may reduce traffic cutting through the suburb.
6	Great initiative. Monitoring the impacts of the new Morphettville development is important. Support keeping right & left turn movements in & out of Herbert St / Cross Rd as difficult to turn right onto Cross Road during peak hours (ie can't get into the right lane on Marion Road when exciting from South Tce (maybe consider keep clear marking on Marion Rd as per Peckham). Some corrections to your report re walkability and access to services/ shops. Having lived here 25 years I can attest that it Plympton Park is very walkable. The closest shops include green grocer/shops on Marion Rd near TAB; Coles & Aldi, hotel, coffee shop, post office, chemist, barber etc near Anzac Hwy; Forbes shop; Bray St shops; gyms, dentists, hairdressers, 2 primary schools. Given this, it will be important for your study to incorporate the needs of walkers of all ages. Love the new pedestrian crossing on Cross Rd. Please retain on street parking as we need it and it helps slow the traffic.

Comments

7	My opinion is that our area did have some minor issues regarding traffic management. Then City of Marion agreed to the Morphettville Racecourse redevelopment (which I have no issues with the actual development) with no added traffic management plans or contingency plans which was made quite obvious at community consultation meetings. To allow the development to go ahead with one entry/exit point for all that extra vehicle movement was ludicrous and extremely short sighted on councils behalf. Now you have a major problem which presents added risk to all residents in this area and puts everyone of us at a disadvantage to drive within our own streets. This should all have been sorted out before the development was given go ahead by all parties concerned, you have now created a huge problem and inevitably any solution has the potential to detract from the presentation, liveability and attraction to our beautiful area.
8	IN attending the community sessions a common theme which contributes to the traffic issues in PLympton Park is the rat runners/non residents. Rather than accommodating rat runners council should look to address this issue upstream by preventing it. The technology exists that the best way to do this is a congestion charge. There are limited points for north south traffic to enter Plympton park and cameras could be easily installed and registered vehicles which pass through but are not residents should be charged and council can use this money to deliver its strategic plan and build our communities with green infrastructure to address climate change and the public health issues of hot cities. Sorry but these comments should not just be viewed by the traffic consultants/officers who are part of repeating the same perpetuating thinking; but by strategic decision makers. The character limit made it hard to provide a detailed submission about past history and fully articulate issues.
9	Herbert Street is currently closed to right turn in and out traffic from/to Cross Road due to the tram overpass construction. This closure has resulted in a dramatic reduction in traffic on Herbert Street. Traffic loads in Herbert Street during this closure appear to be appropriate for a local road. This has been a major improvement in safety for families using the Elizabeth Ryan Reserve. Council should consider asking DiT to make this closure permanent.
10	I notice Hebert and Arthur Streets have yellow lines painted at their corners eg when crossing or entering South Terrace. These yellow lines allow greater visibility when turning onto South Terrace. At the moment Acacia Street and other streets do not have these yellow lines, meaning vehicles are parked close to the corners of streets which cross or go onto South Terrace. Visibility to turn onto South Terrace from Acacia Street or from Acacia Street onto Stradbroke Avenue is very bad when vehicles are frequently parked right up to the corners (on South Tce and Stradbroke Ave). It is scary and dangerous to make these turns. Safety would be greatly increased if yellow lines (as occurs at Hebert and Arthur Streets) were painted on the corners of Acacia Avenue and South Terrace, Acacia and Stradbroke Ave. I hope this can be rectified very soon before accidents occur. Thank you for seeking feedback on proposed changes - hope it is listened to as we experience the outcomes of decisions made
11	Local Roads throughout our council area are getting much more congested and busy. More and more locals are parking on the roads, including trailers, boats and caravans. New housing is going up everywhere without enough on-property parking or legislation about parking on roads. The properties are so small that the under roof carports are being used as sheds and storage because there isn't room for sheds in their yards. Also, the number of cars per household has increased in the last decade as most adults now have their own car and kids get a car at 16. On property parking should be for at least 4 to include things like trailers, caravans, boats and motorcycles. Road rage is getting worse because people are navigating our narrow roads with parked cars either side and traffic coming towards you. Everyone is in a hurry and courtesy is limited. Blocks are being divided and every additional premises comes with another 3 vehicles. It's going to get worse. Next we need carparks and wider roads
12	Developers of the new racetrack housing should be made to take more responsibility for parking at this new site. The rest of the area should not end up being the overflow for this development.
13	Speed hum at the Bray street shops doesn't seem to slow traffic much but it causes significant noise either side. People speeding through the area cause a lot of noise when going over the hump. The people who do slow down make a lot of noise when coming back up to speed. Noise is also an issue from busses turning from Ferry from Bray

Comments

14	No left turn off brae street except for park tce between the hours of 7am and 9am. Replace the no left turn sign on all streets between brae street and cross roads off Marion road as traffic cutting thru to cross roads is very heavy in the mornings. Where is the exit for the new race course development and where will the traffic go from that. This area has become a very congested area and cut through night and morning it needs to be addressed. Perhaps close off some streets eg clement into Stradbroke so there is less flow that intersection is very dangerous it has five roads meeting. We have been residents I. This area for 35 years and every house knocked down takes three new homes with 6 cars we already have the traffic without all the new developments around us coming thru Plympton park eg new homes off Hendri street.
15	I'm happy to discuss my responses if needed.
16	Safety of young children very important. I noticed many cars go at high speed on Aldridge Avenue.
17	Certainly a freer run along Ferry would be greatly appreciated.
18	I appreciate the opportunity to give feedback to the proposal but I'm pretty sceptical that it will make much difference. The Traffic Management Study letter states "We have used the feedback you provided during the review to develop a Local Area Traffic Management (LATM) strategy." I don't think any of my feedback was addressed. I opposed Villawood's Quarter redevelopment of Morphettville Racecourse on the grounds that it would lead to an increase of through-traffic in what is essentially a dormitory suburb. I was told that it was already approved. I suggested lowering the speed limit. This proposal was defeated. I suggested the new residents should have access only through Morphett Rd - the Plympton Park access has already opened, leading to constant concrete mixers and semis on quiet residential streets. Once the new apartments are finished I expect all of the east-west streets will be used as rat-runs to avoid speed humps on Park Terrace. I have more - but 1000 characters?!
19	We have noticed increased traffic on our street, (Shakespeare ave) is there anything other safety measures that can be looked into, we have young children and it often feels risky walking and scooting. This may be out of scope but the pedestrian crossing at marion road and Hawker is also in need of safety upgrades. There have been a number of near misses walking with my children to Forbes Primary.
20	Traffic will in reade over the period of time but need to focus on how to make the road safer for everyone using it and also people making most out of the roads. Tethered should be limited on street parking hours in the area specially Ferry Avenue, Park Terrace, Herbert Street and Wattle Terrace.
21	Are there any proposals to extend speed cushions along the section of South Tce between Park and Ferry. As a resident of South Tce I believe many vehicles travel way to fast along here.
22	Parking on Herbert st is a major issue and a safety hazard. Parking should be on one side of the street only to allow a flow of traffic and a clear line of sight. Possibly reducing speed limit would also help.
23	Not happy that an exit road out onto Anzac Highway has been ignored as the best option for traffic. Allowing hundred more cars onto already busy suburban back streets is just pain stupid. It is obvious the council doesn't listen to or respect residents.
24	Road lighting can be improved on roads like South Terrace and Ferry Avenue. Very dark, especially during winter when walking from tram stop back to homes.
25	I have witnessed near car collisions with cars turning left from Stradbroke Avenue onto Blacker Avenue and immediately right onto Tennyson Avenue and not giving way to cars travelling north on Blacker Avenue. With the new Morphettville housing development the cars travelling this intersection is likely to increase in future.
26	Make it "no left turn off Bray St 7-9am, same as on Marion Rd near Cross Rd which was done to stop the rat run Give us back our streets South Tce is now a speed strip, bring back 40km limit to slow cars down to 50/60 Some including trucks are doing even more than 60

Comments

27	A sign needs to be considered on the eastern part of Acacia Street between South Tce and Griffith Street where the road narrows. This road is used heavily in the morning by commuters and cars park on both sides of the road. As in Burnside Council the sign should state the stipulations of Australian Road Rule 208.
28	If increased traffic is anticipated along Wattle Tce, the road needs to be widened. The logical time to do this is now, while the trams are not operating. At morning peak hour, the increased traffic on Cross Roads will cause a bottleneck at Anzac Hwy. Even with the removal of the bike lanes, Park Tce, with cars parked on the eastern kerb, is too narrow to cope with increased traffic. The only two roads wide enough to take additional traffic are South Tce and Stradbroke Ave. Hawker Ave does not allow access to Marion Rd. Aldridge and Shakespeare Avenues should be designated local residents only at peak hours or access onto Marion Rd barred at peak times. It would be better to direct all traffic from the development away from Plympton Park.
29	Maintain right hand turn from cross road to Herbert St
30	The wattle terrace to cross road might be better for Herbert street, but in my own self interest, it opens up my street (clement) as a new rat run path for plympton park access (and the new morphettville racecourse housing) to cross road while avoiding Marion road. A lot of the problems stem from the lack of a long and dedicated left turn lane from Marion road to cross road, and people trying to avoid the Marion road traffic. The traffic congestion will always be there and I don't believe the TGS project will do anything significant to change that. In a couple or years it will be back to taking 10 minutes to get onto Anzac highway from cross road/Marion road intersection. Aside from that I encourage Marion council to prioritize safer and nicer streets by pushing traffic flow out of the suburban local streets into main arterial roads.
31	With traffic already an issue, i fear access to the new development has not been considered enough to alleviate future congestion problems. Having limited tram crossings as well as limited Sturt River crossings will funnel all the traffic into the existing roads. This issue needs overpasses, not band aid measures.
32	We occasionally have cars doing dangerous speeds on Wilson St when they turn into our street or the sound of wheels burning out after turning in from the dip. Not sure if it's locals or people driving past. Would there be any kind of improvement or deterrence/preventing drivers from doing that?
33	In relation to Park Terrace, this is a very dangerous street. It has a 24 hour bike lane which means cars cannot enter it but with the parking on the other side of street, the cars on this side push the traffic on the other side into the bike lane. More often than not they do not wait for you to pass so that they can go around the parked cars. They just pull out and expect you to go into the bike lane. At night this is especially dangerous as you cannot see pedestrians who are known to walk in the bike lane as no side walk or cyclists who have no lights or very low lights. The parking on this street is a problem and road needs to widen or have limited parking.
34	Please do something about the parking on Ross Street, people are parking to close to kerb and overlaping private driveways. These cars belong to people living on Bray Street and possibly Park tce.
35	Since the volume of traffic in Herbert Street has increased dramatically over the years there is deterioration of the bitumen road surfaces. This may need attention if the street is still expected be used by more and more road users.
36	Yes, add yellow no parking lines so all vehicles can get through safely. The whole suburb is like a game of dodgem cars trying to get down a street due to cars parked down both sides of the street.
37	it is very important to maintain a right hand turn from Herbert Street onto Cross Road for local residents. This then allows a right turn onto Marion Road. Currently with the Tram Project underway this has been removed & creates issues for getting onto Marion Road as right hand turns out of Peckham & South Terrace onto Marion Road are near on impossible most of the time.
38	With more traffic eventually coming through from the Morphettville development, maybe investigating options at the Park Tce and Bray St intersection. Does it need a roundabout eventually?
39	you could have made acacia St a through to Lindsay st then on to Cross Rd funnelling traffic out further down. * note that Wattle has the popular bikeway/ walking track that is so popular & extra cars on Wattle Tce is a safety concern. * if the vacant block at 24-26 Lindsay street adjacent to park Tce (Cross Road side of the tram line leading into Padget St) is still vacant why couldn't you propose to make a 1 way exit to Cross Rd from there. (The tram already has to slow down/stop at the nearby Plympton Park station so put boom gates & a stop light for foot traffic there). this will give the apartments at Morphettville one way access to Cross Rd, without disturbing Wattle Tce and Ferry Ave residents that already have concerns about the impending flow of traffic they will get.

Comments

40	The street needs to be patrolled of a night time and not during the day when most people are at work
41	These are all very sensible ideas
42	Exits onto park terrace need to be considered with the new housing development that is underway at the racecourse. This will increase traffic and congestion in the area given these is only one exit and many people turning right onto Bray Street during peak hour traffic. This is the real concern which has not been addressed.
43	What is being done to support additional traffic on South Terrace?
44	I've lived here for about 3.5 years now. As I've said above, cars parked everywhere on the roads allowing only 1 car past at a time and main 'backroads' with increased traffic are the issues. Wattle tce is the only access to this side of the tram line, so gets a massive amount of traffic, and needs speed bumps or similar as people fly down there.
45	This is a much better solution than reducing the speed limit to 40. I am strongly opposed to a 40kph speed limit in the suburb.
46	The race course development is a traffic disaster waiting to happen. Widen Park Terrace asap and consider an exit to Anzac Highway.
47	Please ignore my previous comments, got confused with Henry and Arthur. No issues
48	I am concerned about the potential impact in the suburb from the new housing development at Morphettville racetrack. People are going to want to access Marion, Cross and Bray and I feel we'll see a large uptick in overall suburb traffic from additional residents.
49	Thank you for conducting the LATM.
50	I live on Stradbroke Ave. We get a lot of through traffic including trucks, horse floats, and expect traffic to increase to new apartments at racecourse, due to the width of our street. Currently, I observe many drivers speeding, disregarding road and lane markings. Car parking is becoming more crowded due to infill. There are many families with young children playing in the local streets - on the roadway. I believe some sort of regular policing of speed limits, parking, and general road safety are needed. A few new line markings or shiny reflectors won't fix bad driving habits.
51	-reduce local roads to 40km/hr, everyone drives too fast in their big American utes -ensure turning right from cross road onto Herbert st is maintained after the tram crossing removals. Currently it is taking forever to get into Plympton park, having to wait to turn right onto Marion road and then turn across traffic at Peckham. Marion has less natural breaks in traffic than cross roads due to the lights, so it is not as safe and takes longer. Right out of Herbert st is not really needed and slows left traffic, they can get out at Peckham
52	The raised bumpers make no difference. Putting speed cushions in will not help either. Traffic is increasing and people parking on the road is causing a problem for traffic flow. Please address this first
53	Well done. I think these solutions are well thought through and will make a significant difference to traffic movement and safety.
54	Whilst every outlined will be a great addition i think consideration to Street parking should also be given. Due to the in filling most roads now only allow one car to pass at a time. This is due to car's being parked along both side creating difficulties.
55	Marion road / South Terrace needs a Keep Clear to help cars turn in and out of South Terrace when traffic gets backed up from the lights
56	Ferry Avenue is hard to drive through already so would prefer a traffic diverted to the quiet park tce.
57	Is the right turn into Herbert Street from Cross Road to be retained? Possibly as a local only access. Alternative is we have to turn right onto Marion Rd then Right across Marion Road to access our home if traveling from the west
58	Slowing down traffic is not the answer to improve congestion. Wider roads and new builds with adequate parking are the answer. Do not make life harder for existing residents to access, just because non locals use our streets as a short cut and because Villawood is increasing congestion in our area. Where will these cars park if Park Terrace is amended?
59	Change the bus route from south terrace to Ferry Avenue & put flat top speed humps on South Terrace to reduce the speed along this road and assist with reducing hoon driving. More street lighting is needed on South Terrace as there are dark pockets where people lurk at night.

Comments

60	Currently traffic from Plympton Park in Herbert Street can only turn left which is related to tram crossover work. It is important that on completion it reverts back to having left and right access onto Cross Road. Failure to do so will make it difficult for Plympton Park residents to exit the suburb. Traffic will be forced onto an already under pressure Marion Road or turning left onto Cross Road then right onto Mornington or Anzac Highway.
61	The Peckham Road parking idea is Extremely Insane. Do not do this.
62	S A J C Board should be put on notice
63	Please work on getting cars ff the street! It not only cause safety issues.... it also causes residents issues on bin days, because people don't leave enough room for bins to be collected and then we have to contact for bins to be collected again... if that actually happens. There is so much space on verges that indents could be made for cars, so people aren't weaving in and out if parked cars. The end of Clement Street near the tram works is becoming very painful with all the additional workers also parking there blocking the bins being collected. It makes it very difficult getting out of our driveway daily too.
64	I suggest "No left turn" signs off Marion Road during morning peak hour extend back to, and include Aldridge Avenue. That's for morning traffic heading north along Marion Road. Currently morning peak hour traffic on Arthur Street has reduced due to the infrastructure works. That has been a good thing. Let's keep it that way! Earlier efforts made little difference, unfortunately.
65	Please reinstate turning right from cross road on to Herbert st. This will help with traffic management as without this plympton park residents will be forced to turn right on cross road on to Marion to get to their properties eg Arthur st adding to travel time. Thank you
66	After overpass construction is finished will there be righthand turn on cross road into herbert street?if not residents will have to right hand at marion/cross rd intersection then on marion rd do another right turn into peckham rd.

Written submissions

CITY OF MARION

Received by email: 19/10/2025

Plympton Park Local Area Traffic Management Study

comments about Arthur Street and Herbert Street

Arthur Street (and other) residents currently use Herbert Street to:

- go to Glenelg (or west) via Cross Road, by turning left out of Herbert Street
- go Anzac Highway/Cross Road (or east or north), by turning right out of Herbert Street.

My preference is for Herbert Street to remain as-is (ignoring the current restrictions from the tram separation temporary works), with entrance and exit via left-and-right in, and left-and-right out.

Existing roads are available to residents/drivers to go to their destination in their preferred and most convenient route.

Given there is a proposal to allow drivers from Wattle Terrace to exit onto Cross Road, this will presumably reduce traffic on Herbert Street, allowing the existing (apart from the current tram separation works) Herbert Street arrangements to remain in place.

While a reduction in congestion is to be presumed upon commencement of the tram overpasses, any restrictions imposed on the Herbert Street/Cross Road intersection will only force drivers into the Cross Road/Marion Road intersection.

[Should any restrictions on right-turns into Herbert Street be considered, a retention of the 'u-turn' ability at Cross Road/Herbert Street would enable drivers west of Herbert Street access to western streets. [Not my preferred option - prefer full 'turn' options to remain at the Cross Road/Herbert Street intersection.]